

Intimations.

WM. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.

SOLE AGENTS
for
Hongkong, China,
and Japan.

ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODORE

Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of
CLEANLINESS.
Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES; GLOVE BOXES.
MONEY BOXES, ETC.
Linen HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th July, 1906.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, 125, Victoria Road Central, Hongkong, TO-MORROW, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for confirmation as Special Resolutions:—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and, particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 101 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 30th July, 1906.
JOHN D. HUMPHREYS & SON,
General Managers. [718]

THE HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.
Hongkong, 19th July, 1906. [719]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 30th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 26th July, 1906. [777]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August. The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th July, 1906. [751]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 31st July, 1906, at 5 P.M., opposite the City Hall,
ONE GREY CHINA HONY,
good quiet hack, believed sound all over and never been lame.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th July, 1906. [776]

To Let.

TO LET.
NO. 1, ANTRIM VILLAS, Des Vaux Road, Kowloon.
(on the sea front).
A Five-roomed House with a Large Square Hall.
Apply to—
HUGHES & HOUGH,
8, Des Vaux Road Central.
Hongkong, 28th July, 1906. [777]

TO LET.

HOUSES in MORRISON HILL GAP ROAD.
4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.
EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.
GOLOON, No. 9, "WILD DELL" BUILDINGS.
Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.
Hongkong, 24th July, 1906. [767]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 29th January, 1906. [147]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, unfurnished, as Offices or Chambers.
Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. [714]

SHAMEEN, CANTON.

TO LET.
NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 5th July, 1906. [703]

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Connaught Road.
A HOUSE in RIFON TERRACE.
FLATS in MORRISON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1906. [72]

TO LET.
NO. 15, KNUTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 30th December, 1905. [74]

TO LET.
NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.
Apply to—
ARKATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd July, 1906. [691]

For Sale.

WELSBACH'S
IN-DOOR & OUT-DOOR
GAS LAMP
Do. BOXED LIGHTS.
Do. HARP LAMPS.
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and JACAN.
Do. ESCENT GASOLINE LAMPS of all descriptions from best makers.
NAPHTHAOL the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.
TAI KWONG CO.,
109, Des Vaux Road Central.
Hongkong, 3rd July, 1906. [59]

WELSBACH'S
IN-DOOR & OUT-DOOR
GAS LAMP
Do. BOXED LIGHTS.
Do. HARP LAMPS.
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and JACAN.
Do. ESCENT GASOLINE LAMPS of all descriptions from best makers.
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TAI KWONG CO.,
109, Des Vaux Road Central.
Hongkong, 3rd July, 1906. [59]

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Hongkong, 3rd July, 1906. [59]

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Do. ESCENT GASOLINE LAMPS of all descriptions from best makers.
NAPHTHAOL the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.
TAI KWONG CO.,
109, Des Vaux Road Central.
Hongkong, 3rd July, 1906. [59]

COMMERCIAL.

FREIGHT.

Messrs. Lamke & Rogge's fortnightly report dated July 28 reads:—"When we state 'some more charters than last fortnight, but still further reduced rates, and the same unsatisfactory state at the close,' the business of the interval under review is fairly summarized. Steamers of all sizes continue to be unemployed.

Concerning Saigon, locally during the fortnight chartering has taken place to the Philippines and to Java; nothing done in other directions. Philippines freight rates are now reduced to 21 cents per picul for medium size, about 28,000 piculs, last fixture. Saigon to Java, August/September loading, some 2,000 tons cargoes done at 20 cents per picul.

Saigon to Java and back to Hongkong, rice down and sugar up, cohabitation charters, round trips, there have been some for September/October, on private terms. Rates are not supposed to be much above 40 cents or so for the round.

Quarantine was established without any warning on or about the 15th or 16th instant by the French authorities at Saigon against arrivals from this port. One does not exactly know why this measure, now that plague is practically extinct after prevailing here for several months and after up till recently medical examination only had been exercised at Saigon.

From Java to this, first half August, usual cargo of dry and wet sugar, a 2,000 tons carrier has secured 15 cents.

Hilo has had chartering to Ningpo, at probably between 28 and 26 cents, and a fixture to Yokohama, rate 27 cents only. Hilo to Hongkong is quoted nominally at 18 cents.

Recent Newchwang, we have not heard of a fixture Canton, but there is business reported done for Amoy at, it is believed, about 20 to 18 cents only, less returns, and for Swatow, at 17 cents, probably less returns.

Turning to coal charters:—
A boat has been secured to load at Kuchinotzu for Hongkong at as low as \$5.30 per ton.

Hongkong, there has been a charter to Canton, at \$1.75, and to Hongkong at \$1.10 per ton. Muji to Hongkong, the reduced rate of \$1.25 per ton has been accepted.

As for sailers, there is nothing to report. Sail-tonnage loading or to load:—For Baltimore or New York:—Amer. ship *L. P. Chapman*, 2,014 tons, to arrive. Amer. ship *S. P. Hitchcock*, 2,286 tons, to arrive.

Sail-tonnage Disengaged:—American bark *Alta*, 1,300 tons reg.

Departures of Sailers:—None.

WHY THE SOLDIER TREMBLED.

A STORY OF THE WAR IN ACHEN.

There is an old soldier employed as overseer in the Onibin Coal Mine at Savah Jento, Sumatra, who spent five years fighting the Achinese, and one of the stories he has to tell regarding his experiences is well worth repeating here. "It was whilst on active service in Achen that I contracted malarial fever," said he. "This was followed by liver complaint and other troubles, and I became a victim to terrible dreams from which I would awake trembling all over. But thanks to Dr. Williams' pink pills for pale people I am now completely cured."

The name of this gentleman is C. A. A. Hermann. Asked for further details Mr. Hermann explained his case as follows:—

"The malaria used to come on at frequent intervals and it was accompanied by the usual symptoms. I also suffered from indigestion and headaches. My appetite was bad. I had liver disorder, and used to be overcome with fits of giddiness. My face was yellow and thin; at night I perspired heavily. Although I tried all I knew I could not find any permanent cure, and I went on suffering until some six months ago when, through reading about them in the newspapers, I commenced to take Dr. Williams' pink pills. The very first bottle of these pills made me feel better. Whereas before my stomach refused to retain the little food I ate, now I could eat with enjoyment. My head was better too. I went on using Dr. Williams' pink pills until I felt that I had no further need for them, and ever since then I have been quite well."

Mr. Hermann's misfortunes commenced when the malaria of Achen first poisoned his blood. Most sickness is caused by bad weak blood. This is why Dr. Williams' pink pills, the greatest blood tonic medicine ever discovered, cure, as in Mr. Hermann's case, after ordinary medicines have failed. They are the remedy, abundant testimony proves, for liver complaint, indigestion, paralysis, beriberi, rheumatism, skin diseases, anaemia, nervousness, debility, early decay, and the ailments from which women suffer at intervals from youth to middle life. These pills are obtainable from most chemists, also direct from the Dr. Williams' medicine co., Singapore, who forward six bottles for eight dollars or one bottle for a dollar and a half, post free to any address. They promptly restore health and vigour to all persons broken down by overwork or residence in an unhealthy climate. [4]

THE best marksmen are usually those with grey or blue eyes.

MORE people die in the spring than in any of the other seasons.

In the Indian ocean only 370 out of 16,300 islands are inhabited.

WINE represents only 3 per cent. of the alcohol consumed in England.

RAPID growth of the finger nails is considered to indicate good health.

In the island of Ceylon is the most remarkable gem deposit in the world.

NOTHING is so exhausting as a small boy.—J. L. Paton, in the *St. George*.

Intimations.

AGE
AND
QUALITY
GUARANTEED.

Watson's
DUNDEE WHISKY,
No. 10.

THE FINEST OLD SCOTCH.

J. WATSON & Co., Ltd., DUNDEE.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that CHEONG SHING, carrying on business at No. 34, Wing Street, Kowloon City, New Territories, in the Colony of Hongkong and elsewhere as Manufacturers, have, on the 30th day of May, 1906, applied for the Registration in Hongkong in the Register of Trade Marks, of the following Trade Mark:—

The representation or illustration of two lions facing each other in the middle of which is depicted a ball resting on a pedestal. And the Chinese characters 昌盛 reading Cheong Shing;

in the name of CHEONG SHING, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods:—

COAT BUTTONS AND HAT BUTTONS IN CLASS 50 (8).

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned. Dated the 29th day of June, 1906.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Vaux Road Central,
Hongkong.

686]

CITY OF PARIS,
2, PIEDER'S STREET.

CHEAP SALE
OF
MILLINERY, &c.,
FOR ONE WEEK.

Hongkong, 25th July, 1906. [768]

NOTICE.

MRS. OLIVER, of the New Travellers Hotel, begs to notify the public that Mrs. KINGDOM is no longer in her employment since the 20th instant.

Hongkong, 27th July, 1906. [773]

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. On FIRE 29th November, 1905, between SINGAPORE and HONGKONG.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.

Hongkong, 16th July, 1906. [735]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1906. [71]

WANTED.

By a Young Lady a situation as TYPIST. Open for immediate engagement.

Apply to—
"X. Y. Z.,"
C/o This Paper.
Hongkong, 11th July, 1906. [720]

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.

FISH PASTE FOR SANDWICH.
PURE DE FOIE GRAS Do.
AND

Other Pic-nic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.

CROSS and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906. [61]

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN ROWLANDS,
Secretary.
Hongkong, 6th July, 1906. [709]

THE WINE GROWERS
SUPPLY CO.



PARRETTO & Co.,

General Agents, Hongkong.

WHITE WINES.

Graves \$7.00 Per Dozen Quarts.

BOTTLED BY

JULES-MERMAN & CIE, BORDEAUX.

Graves \$10.00 Per Dozen Quarts.

Sauternes 10.00 " "

Chateau d'Arche 20.00 " "

BOTTLED BY

EMMEL, DESPUJOL, FILS & PICQ,

BORDEAUX.

Barsac \$14.00 Per Dozen Quarts.

Sauternes 20.00 " "

Chateau Guiraud 29.00 " "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 25th July, 1906. [50]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
 C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
 CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00
 D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
 E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule 27.00
 B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.
 ALL ARE SUPERIOR XERES WINES.

COGNAC BRANDY.

- A. OLD PALE 20.00
 B. SUPERIOR VERY OLD COGNAC 27.00
 C. VERY OLD LIQUEUR COGNAC 33.00
 D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00
 D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.
 All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
 DAILY—\$30 per annum.
 WEEKLY—\$13 per annum.

The rates per quarter and per month are proportionately reduced. The daily issue is delivered free when the address is accessible to messenger. On orders sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 30, 1906.

HONGKONG YARN MARKET.

Since the Chinese New Year, the operators in the Hongkong yarn market have experienced a succession of set-backs which has all but demoralised one of the mainstays of the Colony's prosperity. A variety of causes has led to this unfortunate condition of things, and it is safe to say that many Chinese firms have been hard pushed by the long-continued depression. Stocks were allowed to accumulate awaiting better days, but expenses were being incurred all the time, and even the expert dealers in yarn were at a loss to discover how they could unload without suffering serious pecuniary loss. The failure of the crops in China withdrew a large number of orders which had been anticipated, for retrenchment and economy were enforced by the poverty of the interior. Shanghai experienced the same stagnation in yarn sales, and the only prospect confronting dealers was the immediate opening of Manchuria to foreign trade. As we noted the other day, Viscount Hayashi, the Japanese Minister of Foreign Affairs, has intimated that Manchuria will be thrown open to the traders of all nations "on the 1st September, which is a concession that will be extremely welcome to the entire business community but more especially to those engaged in the yarn trade. Nominally, the "No admittance" board has been presented to all those who have attempted to gain a foothold for the purposes of trade, but it is the firm conviction of many that the agents of the Japanese commercial houses were entrusted with

the magic "open sesame." It is doubtful, however, whether the Japanese are yet in a position to invade the yarn industry of Manchuria, and assuming that to be the case there are ample reasons for the highly optimistic views in Hongkong regarding the consumptive capacity of the province in question. While floods have to a certain extent lessened the purchasing power of the peasantry and small lot holders in Southern China, there is no evidence that the outlook is other than bright in the north, which, of course, means an increasing demand for materials woven from yarn and a corresponding filip to the trade in Hongkong. Both importers and local dealers will derive benefit from this satisfactory state of affairs.

Although the recovery which has now taken place in the yarn market is an appreciable one, the operators are by no means out of the wood. If we take the average of the lowest figures for some of the favourite "chops" which were bought at the high rates ruling last year, and add to that the godown rent which amounts to between 7 and 9 per cent, we find that operators must wait until the revival in prices has exceeded the average high rates at which the purchases were made before they can equalise their losses. It is a good indication that there is stability in the demand which has just arisen, inasmuch as it synchronises with the demand that is just beginning in Amoy for the districts for which Amoy is the yarn centre. Immediately following the Amoy demand, it usually happens that Foochow is the next centre to inquire for yarn from this market, and orders are expected to come in towards the end of August. By that time, it is expected that a good proportion of the stocks, both high-priced and averaged stocks, will be unloaded, and dealers will be in a position to supply ports still further north, such as Newchwang and Chefoo, whose demands usually begin to arrive about the beginning of September. If the outlook continues as promising as it is to-day there is every prospect that the losses, heavy as they have been, will in a large measure be recovered. With Dalny open in September the immense market of Manchuria will be available so that a prosperous year for yarn operators seems a certainty. Advice from Bombay are all couched in glowing terms. A brisk and prosperous business has sprung up, and favoured by what is described as "a timely monsoon," there is every likelihood that the depression of the past few months will give place to an improving and profitable trade. The Chinese firms which were bitten by the unexpected hiatus in the yarn trade will rejoice at the combination of circumstances which promises to work for their benefit, and it is to be hoped they will succeed in recouping themselves for the losses incurred in the early part of the year, to say nothing of the anxiety caused by the speculative nature of their holdings. The second half of the Chinese year opens, therefore, with a most satisfactory outlook, and we can only trust that the hopes of importers and purchasers alike will be realised.

LOCAL AND GENERAL.

A CONCERT promoted by Mr Cowan, of H.M.S. *Rambler*, will be given at the Kowloon Institute to-night, commencing at eight o'clock.

His Excellency the Governor will be "At Home" at Mountain Lodge on Wednesday, 7th of August, from 4.30 to 6.30 p.m. Croquet and tennis.

THE Chinese Engineering and Mining Co's total output of the Company's three mines for the week ending 14th July, 1906, amounted to 18,468.46 tons and the sales during the same period to 15,487.73 tons.

Vice-Admiral Moore held a largely attended reception on the flagship of the British Squadron at Yokohama on the 19th inst. Among those present were Admiral Saito, Naval Minister, Vice-Admiral Ijima, and a number of Japanese naval officers.

WHAT is stated to be a final estimate of the total loss of life in the Japanese Armies during the war has now been made. According to the official figures, the number of men who were killed in battle or died from wounds or sickness aggregated 600,000.

It is stated that in view of the visit of the British Squadron to Korean waters early next month, Marquis Ito has asked the Korean Emperor to receive the British Commander-in-Chief and others in audience. The Emperor is said to have expressed his willingness to do so, "provided that he is not indisposed."

TWENTY-five coolies were paraded before Mr. H. H. J. Gompertz, at the Magistracy this morning, at the instance of Sergeant Gordon, charged with keeping a common gaming house at No. 115, Connaught Road West, and gambling on the premises, on Sunday. The first accused was fined \$10, and the remainder \$3 each.

LAM Kam, a conservancy coolie, of No. 9, Upper Rutter Street, was arrested early this morning for depositing night-soil into the drain at the rear of No. 9, Stewart Terrace, the Peak. The coolie was placed before Mr. F. A. Hazeland, at the Police Court this morning, at the instance of Inspector Dymond, charged with the offence. He was fined \$25.

THREE carpenters were arraigned before Mr. H. H. J. Gompertz, at the Magistracy this morning, charged with stealing a roll of canvas, valued at \$1, the property of the Hongkong and Whampoa Dock Co., Ltd. There was only sufficient evidence to convict one of the defendants and he was sentenced to six weeks' hard labour and six hours' stocks. The others were discharged.

Ogo Mura, a Japanese seaman, employed on board the s.s. *Alabama*, was placed before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of behaving in a disorderly manner whilst drunk in East Street, on Saturday. Ogo pleaded guilty, with a sweeping bow to the Court. The officer who made the arrest said accused was pushing Chinamen off the side-walk. His Worship imposed a fine of \$5.

THE *Hutch* publishes a report from Sascho to the effect that it is probable that the *Mikasa* will be floated in the course of next month. Despite discouraging rumours which have been in circulation, the naval authorities are satisfied that the vessel will be able to resume her duties as a battleship. It is stated that means have now been found to check the inflow of water through the chief vent, which has been reached with much difficulty owing to the mud.

"Why don't they have that table properly attended to?" is the question that is being asked each morning at the Police Court. The table referred to is the one used by officials in the small Court. About a fortnight ago the table mysteriously disappeared, and after a couple of days was again in its old place, looking quite new. Several persons who sat at the table found on leaving it that their coats were covered with paint. Someone complained, and a few hours later it was noticed that large sheets of paper were spread on the table as protection against the paint, while on blotting paper on the table were the words, "Wet Paint." The table was removed the following morning, and after a lapse of about two days, it returned in much the same condition as it was when first brought in. This morning two visitors to the Court had their coats "tainted" and if words and looks could do harm were to those who are to blame.

TRAM-WRECKERS are at work again. The punishment passed on a school-boy by Mr. F. A. Hazeland about a fortnight ago does not seem to have had any effect on others of the same clique, for during the past week no less than five attempts to derail trams were made at West Point. On one occasion the attempt was successful. A car, westward bound, in turning the curve into Connaught Road West, ran over an iron bolt and was derailed, at the same time running on to the track of an east-bound car. That car was either unable to pull up in time, or owing to the absence of lights on the derailed car, crashed into the stationary tram, doing some damage to both cars. A sharp look-out is being kept in order to capture the evil-doer, but up to the present without success. Another attempt was made last night to get a car to jump the track, but as the motorman was on the look-out at West Point the bold was seen and removed and the tram continued its journey.

Two days ago a hawker, looking more dead than alive, was taken to the Central Police Station and later removed to the Government Civil Hospital for treatment. He was alleged to have been "seriously assaulted" by a trimmer named F. C. Jackson and the watchman of the Hongkong Dispensary. Both men were held on heavy bail. After two days' confinement at the hospital, the coolie was discharged this morning and appeared at the Police Court to prosecute his alleged assailants, at the same time building air castles of what he would do when he got compensation. Mr. F. A. Hazeland called for the hospital certificate to ascertain the damage done to complainant. Inspector Ritchie produced the paper and it was seen that under the column headed "suffering from" Dr. Koch had inserted the word "nothing." Then the tables were turned on the hawker and he was charged with hawking without a licence, while his alleged assailants gave evidence for the prosecution. They said that, seeing defendant running away while other hawkers were stoning the police they gave chase and captured him, amid a shower of bricks and stones. It was then accused pretended that he was assaulted. He put it on so well, said an inspector, that when accused was sent to hospital I was expecting him to die on the way. The hawker was fined \$3.

A LITTLE Chinese girl of some twelve years, had a very narrow escape from a tragic and untimely death last evening, just outside the Cricket Club Ground, and at the junction of Queen's Road and Garden Road. She was travelling in a tram-car, and at the spot mentioned, without waiting for the car to stop, she essayed to alight, and, in her ignorance, or innocence, she attempted to do so the wrong way—that was, facing the rear end of the car. She not only got out the wrong way, but also on the wrong side, and thus was somersaulted straight in front, and almost under the wheels, of a car advancing from the other direction. Some soldiers of the West Kents happened to be passing at the time, and they helped to pick the child up and place her in a ricksha, which was then put in charge of a *lakong* with instructions to take the girl to the Government Civil Hospital. The poor mite, who was unconscious, showed no marks of any cuts on her head, face or hands, and it was surmised that she was injured internally. Passengers in the tram-cars should bear in mind one simple law of nature—When alighting from a vehicle in motion be careful to do so facing the direction in which that vehicle is going. Notices, in Chinese, conspicuously posted up about the cars, where all who can read, might have the effect of decreasing the number of these accidents.

THE excellent service of steamships maintained by the Norddeutscher Lloyd in the Far East was again evidenced to-day, when the *Prinz Eitel Friedrich* arrived at Hongkong, having completed the journey from Singapore to this port in the remarkably short space of three days 21 hours. That probably constitutes a record for the northern run between the two ports; in any case it is a highly creditable achievement, and Messrs. Melchers & Co. are justly entitled to plume themselves on the performance of the vessels for which they are the local agents.

ONE of the prettiest guides to Canton is that issued under the title "A Pictorial Guide to Canton." It sets forth concisely the attractions of the capital of Kwangtung, and he must be a curiously lethargic individual who could withstand the temptation of visiting Canton after perusing the latest guide. There are no long-winded narratives about mythical personages or antediluvian legends; short, succinct descriptions of the principal places of interest in and around Canton are given, and the text is filled out with a series of illustrations which could scarcely be surpassed. The visitor to Canton would do well to pay the professional guides, the best places to look for curios, and the industries which are worth the attention of those who are commercially minded. The advantages of travelling by the Hongkong, Canton and Macao Steamboat Company's vessels are pointed out, and the fact that the "Guide to Canton" is admirably suited to the requirements of any one who is on holiday bent, willing to read a snappy account of the chief city of southern China but too busy to be bothered with interminable historical records. The "Guide," as stated, is crammed with photographic reproductions, and the engravers and printers, Messrs. Hood & Co., Middlesbrough, England, may be complimented on the work of art they have issued. The "Pictorial Guide to Canton" may be obtained from Lee Lo-ong, Queen's Road, the price being 40 cents a copy.

FROM the annual report of the Equitable Life Assurance Society, it is apparent that after the recent catastrophes in the insurance world of America the Equitable has emerged in a more satisfactory position than ever. Its stability and sound basis are made apparent and its prosperity has never been greater than during the year that has closed. The majority of people are beginning to see more clearly every day the importance of insuring their lives; and the development of that spirit is shown in the operations of the Equitable. During the year 1905, the new assurance written (less the policies not taken) amounted to \$14,695,255; or \$466,103 for each working day. And at the end of the year, the outstanding assurance amounted to \$1,465,123,436. During the last forty-six years the total benefits according to the policyholders of the Equitable (that is to say, the sums paid to policyholders, together with the assets now in hand) aggregate \$39,531,653; or \$15,329,196 more than they have themselves paid to the Society in premiums. The assets amount to nearly \$30 million dollars, and there is a surplus at the back of the Society of \$68,557,000 dollars. Last year nearly six and three-quarter million dollars were paid to policyholders as dividends. The Equitable has undoubtedly benefited by the fierce glare of public opinion which was directed against all American insurance corporations and the annual report shows that it was never in a better position than it is to-day. Messrs. Shawan, James and Co. are the local agents.

OUR Teuton friends have certainly acquired the art of seductive advertising. From the Hamburg-America Linie we have received a copy of the "Guide to Tsingtau and its surroundings," which has now reached its second edition. The object of this volume, for it runs to 155 pages, is to direct the attention of tourists and residents in the Far East to the beauties of the German settlement at Tsingtau—"The Green Isle," and the word pictures and pictorial representations of the scenes to be found in the island should strike a responsive chord in the heart of every true lover of nature. Tsingtau is in the same latitude as Gibraltar, Malta, Tokio and San Francisco. The best time to visit the protectorate is from April to July and from September till the end of November. The highest average temperature for a period of years was 77 degrees Fahrenheit, in August. On 23rd July, 1899, the highest temperature was recorded, apparently since the German occupation, when the mercury rose to 90.7 Fahrenheit; the lowest occurred on the 2nd of January, 1900, when the mercury fell to 12.2 Fahrenheit, or nearly 20 degrees below freezing point. Tsingtau seems to be an ideal resort not only for those whose constitutions have been undermined by the constant worries of the commercial world and the humid atmosphere of the south, but also for the scientist in every department. There are innumerable beauty spots to visit, and excursions galore. "Time passes in a round of sedate pleasures." The "Guide to Tsingtau" is full of photographs and those who are thinking of taking a short rest before the end of the summer should make a point of visiting the office of the Hamburg-America Linie in Hongkong and requesting a glimpse of this excellent and handy "Guide."

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—"On the 30th at 11.15 a.m.—A general and considerable increase of pressure has taken place over China and Japan, except in the extreme N.E. of the latter area."

The highest pressure is over the China Sea, and the lowest to the E. of N. Japan. It now exceeds the normal by 0.1 inch over S. China, but remains in defect to the extent of 0.1 inch and upwards over Japan.

Gradients are gentle over the China Sea and light winds, chiefly southerly, will prevail in that area.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

THE RULE OF THE ROAD.

CONSWAIN'S CERTIFICATE SUSPENDED.

An inquiry was held this morning before the Hon. Captain L. A. W. Harcourt-Lawrence, Marine Magistrate, into the circumstances connected with the charge of failing to observe the rule of the road in Victoria harbour, preferred by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, solicitors, against the master of the steam launch *Penguin*, Lo Man, certificate No. 1,312, on the 24th inst.

Mr. Wilkinson said on the 24th inst. he was returning to Murray Pier from Stonecutter's Island by launch. On nearing Murray Pier a launch, which proved to be the *Penguin*, was seen approaching the Hongkong side about four points on witness's port side. The *Penguin* never altered her course, but stood on across witness's bows. When a collision appeared inevitable witness had to slow down and starboard his helm in order to clear the *Penguin*. He passed under her stern. There was no alteration, apparently, in the *Penguin's* course. A collision would, in witness's opinion, have been inevitable had he not done as he did.

Mr. Gray, a passenger with last witness, said a collision would have been inevitable had their launch not given way.

Lo Man, master of the *Penguin*, explained the position by models, which showed conclusively that he had crossed the bows of complainant's launch which was on her starboard side, when he should have given way.

His Worship ordered the master of the *Penguin*, Lo Man, to have his certificate suspended for a period of four weeks.

Addressing Messrs. Wilkinson and Gray, his Worship said: "I desire to thank you two gentlemen for coming forward to give evidence, as it is only by such means (too seldom done) that it is possible to impress upon masters of steam launches that they cannot afford to ignore the rule of the road in this harbour."

DROWNING FATALITY.

IN HONGKONG HARBOUR.

Chan Hin, a boat girl, seven years of age, and residing on board the fourth-class cargo boat No. 1,483, was drowned in the harbour, the result of an accident, early this morning. At the time of the accident the cargo boat was anchored off the paya wall, in Connaught Road West, near Sai Wo Lane steps. The girl left the bow of the boat and went to the stern of the craft to attend to some business. While at work she stepped on the bulwark of the junk, lost her balance, and fell backward into the sea. She disappeared almost instantly. The sampan people who were in the vicinity pulled to the scene to rescue the girl in case she should come to the surface again, but after waiting some time they gave up the search in despair. The body has not yet been recovered.

THE YANGTZE SHIPPING TRAD.

PROGRESS OF THE COMPETITION.

The *Kobe Herald* translates from the *Osaka Asahi* the following statement as to the present position of the rivalry between British, German and Japanese shipping firms for the shipping trade of the Yangtze:—"The British and German steamers on the Yangtze service are rapidly increasing in number. There are now five vessels of Messrs. Butterfield and Swire, five belonging to Messrs. Jardine, Matheson, three other British vessels, and three N. D. L. steamers, all running between Shanghai and Hankow. Most of them are of 2,500 or 3,000 tons, only two or three being of 1,000 tons or below. Four O.S.K. and two N.Y.K. steamers are engaged in severe competition with these vessels, while the N.Y.K. has also three vessels plying between Yokohama and Hankow, and the O.S.K. three between Osaka and Hankow. In addition to the above-mentioned lines, the China Merchants' Company has five very good steamers on the Yangtze service. In all, twenty-seven British, German, Japanese and Chinese steamers are now taking part in the fight which is in progress between Shanghai and Hankow. If the vessels on service between Yokohama and Osaka and Hankow are added, the number is raised to thirty-three. Moreover, on the service between Ichang and Hankow there are two O.S.K. steamers, two belonging to Messrs. Jardine, Matheson, two belonging to Messrs. Butterfield and Swire, and one run by the China Merchants' Co. Between Hankow and Chang-sha, the Hunan Company, has two vessels, and the China Merchants' Co. and Messrs. Butterfield and Swire have one each. Between Chungking and Nanchang there is one steamer, belonging to Messrs. Butterfield and Swire. Thus it will be seen that altogether, eighteen British, sixteen Japanese, eight Chinese, and three German steamers are in competition on the Yangtze service. But there are also a number of independent vessels which join in the competition from time to time. In consequence of this intense rivalry, excessive rate cutting in the conveyance of passengers and cargo is being indulged in, to the great discomfort of all the companies concerned. At present the passenger fare between Shanghai and Hankow is only ¥1.10, the lowest rate in the world for the distance. Such being the case, the amalgamation of the Yangtze services of the N.Y.K., O.S.K., and the Hunan Company has been proposed for the purpose of meeting the foreign competition. Owing to the conflicting interests of these companies, however, it is uncertain whether or not the proposal can be carried. But it is certain that some arrangement will have to be made to the competition of the foreign firms is to be successfully encountered."

The *Osaka Asahi* also reproduces some statements made by a Japanese who has just returned from South China concerning the competition between the N.Y.K. and the N.D.L. on the Swatow-Hankow line. According to this person's assertions, the Japanese Company's vessels are obtaining twice as much freight and passengers are secured by the German steamers, although the N.D.L. passenger rate has been reduced to ¥1.30, compared with ¥1.40 charged by the N.Y.K. The *Asahi's* informant attributes the success of the Japanese service to the unpopularity of the German line with the Chinese.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

NAVAL TRAGEDY.

AMERICAN OFFICER KILLED BY A FRENCH BULLET.

UNFORTUNATE ACCIDENT AT GUN PRACTICE.

[From Our Own Correspondent.]

Chefoo, July 28th,
7.20 p.m.

While the French armoured cruiser *Dupleix-Thouars* was at gun and rifle practice to-day, a rifle-bullet, fired at a floating target, struck Lieutenant Clarence England, who was on the bridge of the U.S. torpedo-boat destroyer *Chattanooga*, of which he was the navigating officer.

Lieutenant England has been very seriously injured.

It is believed that the accident was caused by the bullet having ricocheted after striking the water.

Later.

Lieutenant England has succumbed to his injuries.

[The above was issued in an "Extra" yesterday (Sunday)—Ed., H.K.T.]

[N. C. D. News]

South Manchuria Railway.

Tokio, 25th July.
General Baron Teruchi, Minister of War, has been appointed to succeed the late Viscount Kodama as Chairman of the South Manchuria Railway.

The Late Viscount Kodama.

Tokio, 24th July.
The funeral of General Viscount Kodama will take place on Saturday.
His death comes as a terrible shock and is received with universal regret as a national loss, for he was recognised as the brains of the army.

Among the military honours that have been conferred upon him are the First Order of the Golden Kite and the Grand Cordon of the Paulownia.

FATAL ACCIDENT.

EUROPEAN CARPENTER KILLED.

Bernard Hansen, said to be a Norwegian, and a carpenter on board the steamer *Anglo-Canadian*, which is at present at the Cosmopolitan Dock, Sh. m. wharf, was killed early this morning as a result of an accident. How the affair occurred no one at present can tell, but it is surmised that Hansen was either asleep on deck, or went on deck to get the air, but what is known is that he fell into the dry dock below, a distance of forty-five feet. He was picked up in a pitiable condition, but not dead, and was temporarily attended to, but he expired from the injuries he received on the way to hospital. An inquiry will be held.

CAPTURED WARSHIPS.

COST OF REPAIR NG.

Atrops of the refloating of the *Novik*, the *Japan Mail* makes the following interesting observations on the expenditure which is being incurred for the repair of the captured warships:—"It is quite a business that the Japanese have undertaken in setting themselves to repair all these Russian ships. Most of them were brought into Japan's ports before the expiration of last fiscal year (March 31st, 1906) so that the costs of raising them would have appeared in last year's budget and were doubtless included in the war expenses. But the outlays on account of repairs must be very heavy, and we presume that the money is taken from an appropriation of 25 million yen which appears in the extraordinary section of the current year's budget under the heading of "restoration of material." Will 25 millions be sufficient? There are the battleships *Orskani* (*Orskani*), *Reliance* (*Reliance*), *Peresvet* (*Sagami*), *Pobeda* (*Swire*), *Pollava* (*Tango*) and *Nicolaev* (*Reliance*). The sea-going coast defence ships *Admiral Surovich* (*Minakawa*) and *Admiral Apraksin* (*Okishima*), and the cruisers *Bayan* (*Asio*), *Varyag* (*Soya*), *Pallada* (*Tuguraru*), *Boyarin* and *Norik*, to say nothing of torpedo craft. If 25 million yen renders these 13 vessels fit for service, Japan will have them in arm. Twenty-five millions is therefore only one-third of their original value. Would it have paid better to build a new battleship? That is a question for experts, but one fact patent to every one is that the fighting ships in the above list have an aggregate armament of fourteen 12-inch guns, seven 10-inch, four 9-inch and two 8-inch, omitting all smaller ordnance, whereas the *Dreadnought* has only ten 12-inch pieces.

SHIPPING AND MAILS.

MAILS DUE.

German (*Bayern*) 31st inst.
Australian (*Eastern*) 3rd prox.
Indian (*Suisang*) 5th prox.
American (*Siberia*) 6th prox.

The P. & O. S. N. Co.'s s.s. *Java* left Singapore for this port on 28th inst., at 1 a.m.
The N. G. I. S. S. Co.'s s.s. *Capri* left Singapore for this port yesterday, and may be expected here on 4th prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Ammon* left Moji on 27th inst., at 5 p.m., and is due here on 2nd prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Telamachus* left Singapore on 28th inst., at noon, and is due here on 2nd prox.

The Imperial German Mail s.s. *Dayarr* left Shanghai via Foochow on 28th inst., at 3 a.m., and may be expected here on 31st inst., evening.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd August.	
GLASGOW and LIVERPOOL	"PELEUS"	9th "	
GLASGOW and LIVERPOOL	"CHING WO"	16th "	
GLASGOW and LIVERPOOL	"ANTENOR"	23rd "	
GLASGOW and LIVERPOOL	"CYCLOPS"	30th "	
GLASGOW and LIVERPOOL	"BELLEROPHON"	6th September.	
GLASGOW and LIVERPOOL	"KINTUCK"	13th "	
GLASGOW and LIVERPOOL	"TEENKAI"	20th "	
GLASGOW and LIVERPOOL	"MACHAON"	27th "	

The S.S. "Memnon" left Hong Kong on the 27th inst., at 5 P.M., and is due here on the 2nd prox.
The S.S. "Telemachus" left Singapore on the 28th inst., at noon, and is due here on the 2nd prox.

HOMEWARD.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.	
LONDON, AMSTERDAM & ANTWERP	"PATROCLOS"	7th August.	
LONDON, AMSTERDAM & ANTWERP	"ORISTES"	14th "	
LIVERPOOL DIRECT	"TYDEUS"	20th "	
LONDON, AMSTERDAM & ANTWERP	"ACHILLE"	28th "	
HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "	

Taking Cargo for Liverpool at London Rates and taking Cargo for Genoa, Marseilles and Hull to connect with "Asynanax" at Singapore.
Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	4th August.	
PACIFIC COAST PORTS.			
NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and	"TYDEUS"	15th August.	
PACIFIC COAST	"STENTOR"	8th September.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"TEAN"	31st July.	
CEBU and ILOILO	"SUNGKIANG"	1st August.	
SHANGHAI	"TIENSHIN"	1st "	
SHANGHAI	"YINGCHOW"	3rd "	
SHANGHAI	"YOHOW"	4th "	
YOKOHAMA and KOBE	"THIAN"	4th "	
MANILA	"TAMING"	7th "	
CHEFOO and NEWCHWANG	"KWEIYANG"	7th "	
TIENSHIN	"HUICHOW"	10th "	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th "	

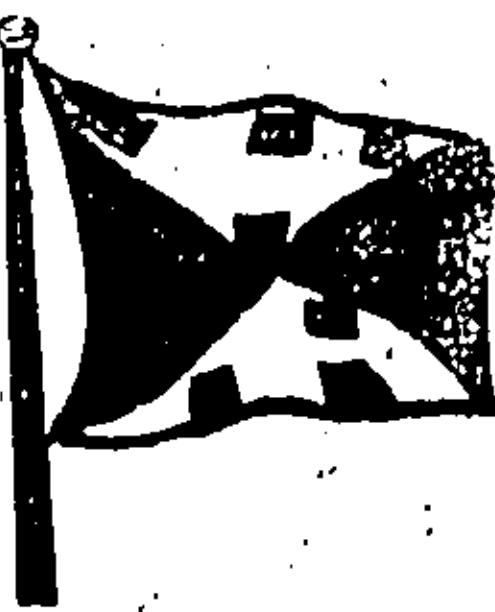
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th July, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 4th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 11th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 28th July, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VEXES ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1906.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1906.

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Shipping—Steamers.

HAMBURG-AMERIKA LINIE
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL.
* SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th Sept mber.

HOMEWARD.

TAKING CARGO at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE MEDITERRANEAN SEA AND BALTIC PORTS: NORTH AND SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL.
ALESIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
* SCANDIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAUSBURG", s.s. "HOHENSTAUEN", s.s. "SCANDIA" and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL.
ITHAKA	SHANGHAI AND CHINKIANG	10th August. (Beginning of September.)
DAPHNE	NAGASAKI AND VLADIVOSTOK	Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to

SIEMSEN & CO.

Hongkong, 30th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SGAPORE, PENANG & CALCUTTA	"KUTSANG"	THURSDAY, 2nd August, 3 P.M.
SHANGHAI	"ESANG"	THURSDAY, 2nd August, 4 P.M.
TIENSHIN VIA SWATOW & CHEFOO	"CHEONGSHING"	FRIDAY, 3rd August, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 3rd August, 4 P.M.
SHANGHAI	"HANGSANG"	FRIDAY, 3rd August, 4 P.M.
SANDAKAN	"MAUSANG"	SUNDAY, 5th August, Daylight.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 30th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenstien	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 6th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

STEAMSHIP	TO SAIL
"DAKOTAH"	will be despatched for the above Ports, on or about the 6th of August.
	For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.
	Hongkong, 27th July, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

PROPOSED sailings from HONGKONG to CALLAO, IQUIQUE, via JAPAN PORTS.

"KASADO MARU"	6,000 tons, sails on or about August 7th, at Noon.
"GLENFARG"	4,000 tons, sails on or about August 25th, at Noon.

(Date of sailing subject to alteration.)
Taking freight also to other Western Coast Ports of South America transshipping to the Connecting Line.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to

K. MATSUDA,

Manager,

Yok Building.

Hongkong, 20th July, 1906.

[751]

Consignees.

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SILESIA."

Captain Bahle, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd August, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th July, 1906. [778]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SAXONIA."

Captain Sachs, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st July, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1906, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th July, 1906. [769]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MOLDAVIA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Victoria" and "Arabia".
From Italy.
From Australia.
From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 25th July, 1906. [74]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE"

Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 24th July, 1906. [766]

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong 15th September, 1906. [65]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, 24th instant, at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after MONDAY, 30th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 30th July, at 10 A.M.

All Claims must reach us before the 6th August, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 23rd July, 1906. [12]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London Havre ex s.s. "Charante" and "Dordogne" from Havre ex s.s. "Charante", and from Bordeaux ex s.s. "Ville de Lorient", in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at 6 P.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 30th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 30th July, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd July, 1906. [11]

THE MISSIONARY COMPANIES' TION CASE.

JUDGMENT ON APPEAL.

On July 19 in the Osaka Appeal Court, judgment was delivered in the appeal of the Osaka Shosen Kaisha against the decision of the Osaka Chihō Saibansho, delivered in March last in the suit brought by Mr. Masujima, a barrister, on behalf of the family of the late Rev. H. G. Appenzeller, of Lancaster, Pennsylvania, U.S.A., against the Osaka Shosen Kaisha for compensation amounting to ¥10,800 for the death of the reverend gentleman, who was drowned on June 11th, 1905, in the collision between the O.S.K. steamers *Kumagawa* and *Kumagawa*. The plaintiffs, Mrs. Appenzeller and her four children, held that the death of the missionary was due to negligence on the part of the captain of the *Kumagawa*. The missionary at the time of his death was in receipt of an annual salary of \$1,650 from the Methodist Mission, and as he would have lived 24 years longer, according to the law of averages, the plaintiff claimed an amount equal to the salary which would have been due to him, amounting to ¥80,850. In addition they each claimed ¥6000 damages for personal distress at their bereavement.

The Osaka Chihō Saibansho awarded judgment for ¥8,000 for each plaintiff—¥40,000 in all, holding that from the exhibits put in by the plaintiffs it was clear that they were entitled to receive some money from the mission after the death of the missionary. It was also clear that the plaintiffs had been living apart from the deceased, and if he had lived he would have required a part of his salary for his own maintenance. In view of these facts, the damages claimed were excessive, but in consideration of the unhappy life of the plaintiffs, who were now widowed and fatherless, the conditions of living in America, the Court deemed it proper that compensation should be paid at the rate of ¥8,000 for each plaintiff. Against this decision both the plaintiffs and the defendant company appealed. The Appeal Court has quashed the judgment of the Osaka Court, and dismissed the claim.

The respondents (the Osaka Shosen Kaisha) admitted all the facts advanced by the plaintiffs and the claim, but maintained that they would abandon the *Kumagawa* lying at the bottom of the sea off Chemulpo, to the plaintiff, and thus free themselves from liability, according to Article 544 of the Commercial Code, which provides: "A shipowner can free himself from liability for acts of the master done within the limits of legal authority, or for damage to other persons caused by the acts of the master or another mariner in the performance of their duties, by abandoning at the end of the voyage—to the creditor the ship, the freight, and all claims for damages or commission which have accrued to him in relation to the ship; unless he himself is in fault."

The Court upheld this contention, and dismissed the claim, ordering the respondent to abandon the steamer lying at the bottom of the sea. We understand that the Osaka Shosen Kaisha has been ordered to surrender the insurance money for the *Kumagawa*—*Japan Chronicle*.

THE PRESS IN CANTON.

VICEROY SHUN DETERMINED TO SUPPRESS.

A Peking correspondent states that H. E. Tsén Chün-hsueh, Viceroy of the Two Kwang provinces, at Canton, writing the other day to the Hanchingpu, or Ministry of Public Safety, and asking for a copy of the proposed Press laws that were being drawn up by that ministry, informed that body that, unless he (the Viceroy) was furnished at once with a copy, it was his intention to promulgate certain Press laws himself "for local consumption" at Canton. "There have lately been springing up several newspapers in Canton whose unbridled licence in commenting on their betters must be stopped and in the absence of the laws promulgated from Peking the provincial authorities of Kwangtung will be compelled to take the law into their own hands for the preservation of peace and good order in the province. The locally made Press laws will, however, be suspended on receipt of the laws from Peking." As the Press laws drawn up by the Hanchingpu are now in the hands of the various Chinese abroad for comparison with the Press laws of the countries to which they are accredited, there cannot be any Press laws for China until reports therefrom from the Chinese abroad be received by the Imperial Government.—*N. C. D. News*.

Shipping.

Arrivals.

Hansa, Ger. cruiser, 4,500, Marwedde, 28th July, from Tientsin.
Shoshu Maru, Jap. s.s., 1,611, M. Nemoto, 28th July, from Shanghai via Fenchow, Amoy and Swatow, 25th July, Gen.—D. S. & Co.
Wongkoi, Ger. s.s., 1,115, W. Rehn, 28th July, from Bangkok and Swatow 27th July, Rice and Teakwood.—B. & S.
Helene, Ger. s.s., 771, J. Jensen, 28th July, from Hongkong, 27th July, Coals and Gen.—J. & Co.
Kaisberg, Ger. s.s., 1,200, C. H. Jensen, 28th July, from Hongkong, 27th July, Coals.—J. & Co.
Pitaneulok, Ger. s.s., 1,267, D. Reimers, 28th July, from Hongkong, 27th July, Rice and Wood.—B. & S.
Progress, Ger. s.s., 687, H. Pahren, 28th July, from Kwang-chau-wan via Macao 25th July, Gen.—Man Fook.
Kiangping, Ch. s.s., 1,100, Buram, 28th July, from Chikiang 24th July, Coals.—Kwong Man Wo.
America Maru, Jap. s.s., 3,460, Philip Goin, 28th July, from San Francisco 30th June, and Shanghai 26th July, Mails and Gen.—T. K. K.
Huangyang, Br. s.s., 1,556, S. Wilde, 28th July, from Shanghai via Swatow 24th July, Gen.—J. M. & Co.

Marie, Ger. s.s., 1,169, J. Petersen, 29th July, from Haiphong 26th July, and Hoibow 28th, Rice and Pigs.—J. & Co.
Chidar, Nor. s.s., 1,107, H. Nielsen, 29th July, from Bangkok 21st July, Gen.—N. Y. K.
Naashan, Br. s.s., 1,299, A. Jones, 29th July, from Saigon 25th July, Gen.—B. & Co.
Germania, Ger. s.s., 2,514, H. Lorenzen, 29th July, from Bangkok 23rd July, Rice.—J. & Co.
Lightning, Br. s.s., 1,122, J. G. Spence, 30th July, from Calcutta 13th July, Penang and Singapore 25th, Gen.—D. S. & Co., Ltd.
Haimun, Br. s.s., 516, A. J. Robson, 30th July, from Fenchow 27th July, and Amoy 28th, Gen.—D. L. & Co.
Pini Eitel Friedrich, Ger. s.s., 5,001, E. Malchow, 30th July, from Hamburg 21st June, and Singapore 26th July, Mails and Gen.—M. & Co.
Willehad, Ger. s.s., 3,012, Ph. Obenauer, 30th July, from Sydney 7th July, Gen.—M. & Co.
Tainan, Br. s.s., 1,460, C. Lindbergh, 30th July, from Sydney 7th July, Thursday Island 16th, Port Darwin 19th, Zamboanga 24th, and Manila 27th, Gen.—B. & S.
China, Aust. s.s., 2,855, I. Damjanovich, 30th July, from Shanghai 25th July, Gen.—S. W. & Co.
Hue, Fr. s.s., 705, H. Godinot, 30th July, from Haiphong and Hoibow 29th July, Gen.—A. R. M.
Yingchow, Br. s.s., 3,012, Ph. Obenauer, 30th July, from Shanghai 25th July, Gen.—B. & S.
Plover, Br. s.s., 2,162, MacIntosh, 30th July, from Singapore 24th July, Gen.—G. L. & Co.
Wingsang, Br. s.s., 1,247, G. H. M. Walker, 30th July, from Newchwang 23rd July, Gen.—J. M. & Co.
Yuenyang, Br. s.s., 1,128, F. Mooney, 30th July, from Manila 27th July, Gen.—I. M. & Co.

Clearances at the Harbour Office.

Kuhsberg, for Haiphong.
Hilene, for Canton.
Kiangping, for Canton.
Progress, for Kwong-chow-wan.
Huangyang, for Canton.
Pini Eitel Friedrich, for Shanghai.
Haimun, for Swatow.
Yingchow, for Canton.
Siletia, for Shanghai.
Feiching, for Canton.

Departures.

July 29.
Haiting, for Swatow.
Mortika, for Batavia.
Cranley, for Cheloo.
Tijpanat, for Macassar.
Sylvia, for Canton.
July 30.
Jeoric, for Manila.
Kiangping, for Canton.
Huangyang, for Amoy.
Chongking, for Canton.

Passengers Arrived.

Per *Nantun*, from Saigon—287 Chinese.
Per *Pitaneulok*, from Hoibow—824 Chinese.
Per *Huangyang*, from Shanghai, &c.—Messrs. Evans, Arthur and Pignam.
Per *Lightning*, from Calcutta, &c.—Messrs. Kristofferson, Hange, Olsen, Brown, 37 Chinese, and 28 Japanese.
Per *Tainan*, from Australian Ports—Messrs. H. Magrath, Gilmore, Bickerton, M. Waters, S. Felices, T. Wheeler, Irvine, Mrs. Jones, Messrs. Stewart, Moore, Ness, Calman, 72 Chinese, and 4 Japanese.

Per *America Maru* from San Francisco, &c.—Mr. C. Herrera, Capt. I. G. Adamson, Mr. and Mrs. A. Fleming, Capt. and Mrs. J. H. Day, Messrs. J. H. P. Mason, Henry Morrison and G. R. Chipman, Misses P. Ponre and A. Ponre, Mrs. W. H. L. Barnes, Messrs. W. E. Kent and G. Lambberger, Mr. and Mrs. J. L. Sardy, and Mr. W. S. Allen.

Per *Yuenyang*, from Manila—Mr. Foster, and 7 Portuguese.
Per *Willehad*, for Hongkong from Sydney—Messrs. Peacock and G. Sager. From Singapore—Messrs. A. Voigt, Kraus and F. Luder. From Manila—Messrs. J. Black, J. Braun and child, I. Johnson, Montague, F. Snider, C. Bryant, W. B. Guierrez and family. From Yokohama from Sydney—Messrs. B. Fairbairn and W. Gallagher. From Singapore—Messrs. Wendland and Th. Wendt.

Per *Prinz Eitel Friedrich*, for Hongkong from Hamburg—Mr. C. A. Maasberg. From Gibraltar—Mr. C. Herrera. From Genoa—Messrs. J. Kalns, H. Finke, H. Greuter and G. Hulschmidt. From Naples—Rev. Dr. A. S. G. Fomel. From Singapore—Mrs. Baggidge and child, Messrs. J. A. Moffet, Weller and S. C. Hulschmidt. From Shanghai and Japan from Hamburg—Mrs. Behm and child, Mrs. Weichert and child and Mr. Boeddinghaus. From Antwerp—Mrs. J. Demonty, Mr. and Mrs. Dommeiser and children. From Southampton—Messrs. J. Nelson, A. C. Manahan, P. G. Tate, W. Sweetingham, G. Maraden and J. E. B. Livingston, Mr. and Mrs. Moss. From Genoa—Messrs. H. E. Keylock, H. Deutler, J. Reihusen, F. Merton, C. Weibacher, W. Neitauer, F. Fickler, W. Droege, W. Tichel, L. Ader, H. Reinhardt, O. Scheffer, W. Gaede, R. Ascher, H. Glaser, P. L. Rehoff and O. Kopp, Dr. K. Omishi, Mr. and Mrs. H. Strachlin, Misses L. Brinkman and M. Medard. From Naples—Baron J. R. Zichy and Mr. H. Wessely. From Aden—Mr. and Mrs. Hall. From Penang—Mr. Meisch. From Singapore—Mr. A. Levy.

Passengers departed.

Per *Empire*, for Australian ports—Mr. and Mrs. Barker, Miss Binnie, Lieut. and Mrs. Clark and child, Capt. Canavero, Mr. Evans, F. Oter and C. E. Jeffries, Mr. and Mrs. E. F. Lamb, Dr. H. S. Lawrence, Mr. and Mrs. Lee, Mr. Low, Ensign Monteiro, Mr. J. Morrison, Sgt. Pinto, Mr. P. I. Rice, Sgt. Santo, Messrs. R. Sheppard and Sherer, Capt. da Silva, Mr. J. M. Underwood, Sgt. Varado and Mr. and Mrs. T. N. Woodward.

Shipping Reports.

Str. *Haimun* from Fenchow, etc.—Fresh SW. winds and SW. swell, cloudy, showery.

Vessels in Port.

Alabama, Br. s.s., 1,253, A. E. Ellis, 25th July, from Salina Cruz 14th June, Gen.—C. S. S. Co.
Amara, Br. s.s., 1,565, C. J. Matlock, 23rd July, from Hongkong 21st July, Coals.—J. M. & Co.

Arrived, Ger. s.s., 677, H. N. Gautard, 27th July, from Shanghai 24th July, and Hoibow 26th, Gen.—I. & Co.
Arratoon Ankor, Br. s.s., 1,011, R. Fev. 22nd July, from Calcutta 6th July, Penang 17th, and Singapore 17th, Gen.—D. S. & Co., Ltd.
Arratoon, Br. s.s., 2,307, H. Blouch, 24th July, from Newchwang 14th July, Coals.—S. T. & Co.
R. A. Bruch, Nor. s.s., 441, Andersen, 14th July, from Shanghai 7th July, Earthenware.—Davidson & Co.
Copite, Br. s.s., 2,744, Wm. Finch, R.M.S., 20th July, from San Francisco 27th June, Yokohama 14th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & S. S. Co.
Dakshin, Br. s.s., 2,300, Rose, 24th July, from Canton 24th July, Gen.—Standard Oil Co.
Emma Luyken, Ger. s.s., 1,150, G. Conrad, 24th July, from Mauritius 14th June, Sugar.—Wing Sing & Co.
Empress of China, Br. s.s., 3,046, R. Archibald, R.M.S., 24th July, from Vancouver, B.C., and July, and Shanghai 21st, Mails and Gen.—C. P. R. Co.
Fri. Nor. s.s., 900, Nagle, 13th July, from Hongkong 10th July, Coals.—Angard, Thoresen & Co.
Glenloch, Br. s.s., 2,997, E. Stallard, 10th July, from Kobe 1st July, and Shanghai 6th, Ballast.—McG. Ross & Gow.
Indravelli, Br. s.s., 2,768, S. Collington, 26th July, from Cheloo 19th July, Gen.—G. L. & Co.
Ingalls, Am. transport, 600, Scott, 3rd July, from Manila 10th June.
Kuisang, Br. s.s., 485, R. C. D. Bradley, 21st July, from Calcutta via Penang and Singapore 17th July, Gen.—I. M. & Co.
Lahor, Nor. s.s., 940, A. E. Olsen, 22nd July, from Moji 14th July, Coals.—Angard, Thoresen & Co.
Lian, Swed. s.s., 1,577, H. Harndahl, 22nd July, from Sourabaya 14th July, Sugar.—S. W. & Co.
Loyal, Ger. s.s., 1,217, F. Natzius, 21st July, from Bangkok 17th July, Rice and Gen.—S. W. & Co.
Mahila, Ger. s.s., 813, N. Schreemann, 20th July, from Moji 14th July, Coals.—I. & Co.
Mausang, Br. s.s., 1,54, R. Houghton, 27th July, from Sandakan 21st July, Gen.—J. M. & Co.
Mercedes, Br. s.s., 2,900, J. S. McGregor, 21st July, from Yokohama 14th July, Ballast.—Admiralty.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th June, from Manila 16th June, Ballast.—Barretto & Co.
N. S. de Rosario, 715, M. Lopez Blanco, 12th June, from Manila 6th June, Ballast.—Barretto & Co.
Petraich, Ger. s.s., 1,252, R. Hatje, 12th June, from Saigon 7th June, Gen.—S. W. & Co.
Quinta, Ger. s.s., 986, F. Frahm, 13th July, from Bangkok 4th July, Rice and Gen.—S. & Co.
Rajaburi, Ger. s.s., 1,184, O. Koch, 27th July, from Bangkok 20th July, Rice.—I. & Co.
Silest, Ger. s.s., 1,138, Bahle, 27th July, from Hamburg 15th June, via Port Said, Penang and Singapore 27th July, Gen.—H. A. L.
Signal, Ger. s.s., 900, G. Schliakier, 23rd July, from Bangkok 16th July, Rice.—Order.
Sunghang, Br. s.s., 1,020, J. Robinson, 26th July, from Cebu and Hoibow 20th July, Gen.—B. & S.
Taishan, Br. s.s., 1,100, I. T. Laing, 20th June, from Shanghai via Poni 21st June, Gen.—B. & Co.
Tartar, Br. s.s., 2,768, J. H. Davis, 24th July, from Vancouver 25th June, and Shanghai 21st July, Gen.—C. P. R. Co.
Teau, Br. s.s., 1,145, Somerville, 27th July, from Manila 24th July, Gen.—B. & S.
Tientsin, Fr. s.s., 1,207, Monkman, 24th July, from Bangkok 17th July, Gen.—B. & S.
Wanaawith, Br. s.s., 2,085, Thomas, 21st July, from Moji 15th July, Gen.—D. S. & Co.
Z. Y. de Aldecan, Am. s.s., 1,260, F. Xandaro Echauz, 15th June, from Manila 12th June, Ballast.—Barretto & Co.

Steamers Expected.

Vessel	From	Agents	Due
Bayer	Fenchow	M. & Co.	July 31
Jaya	Singapore	P. N. O. Co.	Aug. 1
Memnon	Moji	B. & S.	Aug. 2
Telmachus	Singapore	B. & S.	Aug. 2
Tijlajap	Macassar	I. C. J. L.	Aug. 2
Eastern	Penang	G. L. & Co.	Aug. 3
Canri	Singapore	C. & Co.	Aug. 4
Suisang	Calcutta	J. M. & Co.	Aug. 4
Siberia	Japan	P. M. & Co.	Aug. 6
Emp. of India	Vancouver	C. P. R. Co.	Aug. 7
Glenfarg	Japan	T. K. K.	Aug. 15

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCK.
Alta at Kowloon Dock.
H.M.S. Astraea at Kowloon Dock.
Anglo Canadian at Kowloon Dock.
SHANGHAI.
21st inst.
Fenchow International Dock.
Fido Old

Ships Passed the Canal.

4th July—*Silota* (Ger.), *Sanuki Maru*, Den of Mains, Montserrat, Siberian, 6th July.
Benvenna, C. Ferd. Lusia, Diomed, Java, Telmachus, 10th July—*Beiteldi*, *Filistatra*, *Jaton*, *Scandia*, *Sithonia*, *Dongola*, *Erzer*, *Prinz Eitel Friedrich*, 14th July—*Binalder*, *Calcedonia*, *Malla*, *Pelusi*, *Radoshirske*, *Bingo Maru*, *Ching Wo*, *Pindari*, 18th July—*Charles Tibergien*, *Preussen*, *Slavonia*, *Tamba Maru*, *Ajikko*, *Sultonhall*, 20th July—*Draucalon*, *Konagari*, *Satsuma*, *Socotra*, *Lidaria*, 20th July—*Antenor*, 21st July—*Adalgisa*, *Bancloch*, *Oceanien*, *Rhipheus*, *Sachsen*, *Trelata*, 27th July—*Hyson*, *Polawon*, *Polynesian*, *Indaba Maru*.

Arrivals at Home—4th July—*Awa Maru*, *P. line*, *Heinrich*, *Belauers*, *Ormon*, *Granch*, *Calchas*, 6th July—*Merionethshire*, *Sagovia*, *Indravadi*, 7th July—*Ceylon*, 10th July—*Anchises*, *Moynas*, *Sanuki Maru*, 14th July—*Salasia*, *Silvia*, *Poonia*, 18th July—*Akar*, *Vandalia*, *C. Ferd. Lusia*, 20th July—*Jaton*, *Sithonia*, 25th July—*Binalder*, *Benvenna*, *Filistatra*, *Senica*, *Tamba Maru*, 26th July—*Palermo*, 27th July—*Arsadia*, *Oceanien*.

Post Office.

A Mail will close for:

Quong-chow-wan, Hoibow, Pakhoi and Haiphong—Per *Hua*, 1st Aug., 9 A.M.
Swatow, Amoy, Fenchow and Shanghai—Per *Sakoku Maru*, 31st July, 9 A.M.
Swatow, Amoy and Fenchow—Per *Haimun*, 31st July, 11 A.M.
Macao—Per *Huangyang*, 31st July, 1:15 P.M.
Singapore, Penang and Calcutta—Per *Kailash*, 2nd Aug., 2 P.M.
Manila—Per *Tainan*, 31st July, 3 P.M.
Pakhoi—Per *Apenara*, 31st July, 5 P.M.
Yokohama and Kobe—Per *Willehad*, 1st Aug., 9 A.M.
Singapore and Penang—Per *China*, 1st Aug., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 1st Aug., 11 A.M.
Europe, &c., India, via Tutuoria—Per *Boyer*, 1st Aug., 11 A.M.
Macao—Per *Huangyang*, 1st Aug., 1:15 P.M.
Shanghai—Per *Tientsin*, 1st Aug., 3 P.M.
Cebu and Hoibow—Per *Sungliang*, 1st Aug., 3 P.M.
Moji and Salina Cruz (Mexico)—Per *Alabama*, 2nd Aug., 11 A.M.
Macao—Per *Huangyang*, 2nd Aug., 1:15 P.M.
Macao—Per *Huangyang*, 3rd Aug., 1:15 P.M.
Manila—Per *Yuenyang*, 3rd Aug., 3 P.M.
Swatow, Cheloo and Tientsin—Per *Chongking*, 3rd Aug., 3 P.M.
Yokohama and Kobe—Per *Tainan*, 3rd Aug., 3 P.M.
Manila—Per *Rubi*, 4th Aug., 11 A.M.
Macao—Per *Huangyang*, 4th Aug., 1:15 P.M.
Shanghai—Per *Yokohama*, 4th Aug., 3 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 7th Aug., 10 A.M.
Europe, &c., India, via Tutuoria—Per *Armand Bahle*, 7th Aug., 11 A.M.
Cheloo and Newchwang—Per *Kuetyang*, 7th Aug., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 8th Aug., 10 A.M.
Singapore, Penang and Bombay—Per *Copri*, 10th Aug., 11 A.M.
Manila—Per *Zafra*, 11th Aug., 10 A.M.
Europe, &c., India, via Tutuoria—Per *Aladiva*, 11th Aug., 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Taiyuan*, 11th Aug., 3 P.M.
Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbersthohe, Matupi, Sydney and Melbourne—Per *Willehad*, 21st Aug., 10 A.M.
Europe, &c., India, via Tutuoria—Per *Ernest Simon*, 21st Aug., 11 A.M.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10:30 a.m.

The following may now be obtained at the General Post Office counter:
Postal Guides, each 30 cents.
Parcel Post Tariff, each 25

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7:30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nantun, Sanbue, Kongmoo, Kumbuch, Samshui, Wuchow and Canton every evening at 8 p.m. On Sundays the mail will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

PERSONS AT THE HELPS.

CRABTREE.
Adams, M. and Mrs. F. Jameson, P. E.
R. J. Armitage, Miss
Barnett, H. J. O.
Brown, C. A.
Caldwell, Mr. and Mrs.
G. A.
Gaskell, Mr. and Mrs.
Hong, Mrs. A. V.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	I.H.P.	CAPTAIN	LAST REPORTED AT
Alacrity	despatch vessel	1,701	4	1,000	Commander H. La T. Leatham	Shanghai
Argonaut	cruiser, 1st class	11,000	16	18,000	Captain E. H. Smith	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Hongkong
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtze
Cadmus	water tank and tug	1,070	6	1,400	Commander H. du C. Luard	Hongkong
Cherub	ship	390		300		Hongkong
Clio	ship	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Hongkong
Diadem	cruiser, 1st class	11,000	16	18,000	Captain H. W. Savory, M.V.O.	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander H. Grant-Dalton	Hongkong
Fane	torpedo, 2nd class	4,160	10	7,000	Lieut.-Commander H. B. Cox	Hongkong
Flood	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henniker-Heaton	Hongkong
Hart	torpedo boat destroyer	280	6	1,900	Lieut.-Commander W. H. Darwall	Hongkong
Ken	torpedo boat destroyer	280	6	1,900	Captain S. V. V. de Horsey	Hongkong
Kent	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thunby	Hongkong
King Alfred	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree	Hongkong
Kinshasa	cruiser, 1st class	9,800	14	23,000	Captain J. A. Tate	Hongkong
Moorehead	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan	Hongkong
Moorehead	torpedo boat destroyer	310	6	6,300	Commander C. H. Moore	Hongkong
Myrmidon	surveying vessel	835	2	240	Lieut.-Commander J. Kiddie	Hongkong
Rambler	river gunboat	85	2	240	Commander C. H. Moore	Hongkong
Roba	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	Hongkong
Soipe	river gunboat	250	6	6,500	In reserve	Hongkong
Taku	torpedo boat destroyer	4,650	6		Commodore H. P. Williams	Hongkong
Tamar	river gunboat	180	2	800	Lieut.-Commander E. B. Secrest	Hongkong
Teal	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Hongkong
Thistle	torpedo boat destroyer	355	6	6,300	Commander R. W. Glenie	Hongkong
Vingee	surveying ship	450	4	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Whiting	torpedo boat destroyer	195	2	800	Lieut.-Commander G. B. Spicer-Simon	Hongkong
Wildgoose	river gunboat	195	2	800	Lieut.-Commander G. J. Todd	Hongkong
Woodcock	river gunboat	150	2	550	Lieut. Commander Joo. F. Knox	Yangtze
Woodlyrk	river gunboat	150	2	550		Yangtze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

CARLTON.

Adap, R. J.
Anders, R. A.
Barnes, E

